



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

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Salem, OR 97301-2540

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www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

8/13/2010

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Fairview Plan Amendment
DLCD File Number 003-10

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Thursday, August 26, 2010

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

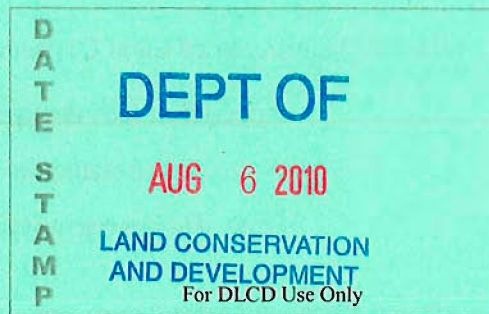
*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: John Gessner, City of Fairview
Gloria Gardiner, DLCD Urban Planning Specialist
Bill Holmstrom, DLCD Transportation Planner
Jennifer Donnelly, DLCD Regional Representative

<paa> YA

PROF 2 Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: City of Fairview Local file number: 13-CPA-2010

Date of Adoption: 8/4/2010 Date Mailed: 8/5/2010

Date original Notice of Proposed Amendment was mailed to DLCD: 3/5/2010

- | | |
|-----------------------------------------------------------------------|-----------------------------------------------------------------|
| <input checked="" type="checkbox"/> Comprehensive Plan Text Amendment | <input type="checkbox"/> Comprehensive Plan Map Amendment |
| <input type="checkbox"/> Land Use Regulation Amendment | <input type="checkbox"/> Zoning Map Amendment |
| <input type="checkbox"/> New Land Use Regulation | <input checked="" type="checkbox"/> Other: <u>TSP AMENDMENT</u> |

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

ADOPTS ROAD IMPORVEMENT PRIORITIES AND THE FAIRVIEW ROAD NEEDS ANALYSIS

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "SAME". If you did not give Notice for the Proposed Amendment, write "N/A".

THE WORD "UNFORTUNATELY" DELETED FROM GOAL 12, POLICY 6, PARAGRAPH B.

Plan Map Changed from: N/A to: _____

Zone Map Changed from: N/A to: _____

Location: N/A Acres Involved: N/A

Specify Density: Previous: N/A New: _____

Applicable Statewide Planning Goals: 1,2, 12

Was and Exception Adopted? YES NO

DLCD File No.: 003-10 (18152) [16260]

Did the Department of Land Conservation and Development receive a Notice of Proposed Amendment.....

Forty-five (45) days prior to first evidentiary hearing? Yes No

If no, do the statewide planning goals apply? Yes No

If no, did Emergency Circumstances require immediate adoption? Yes No

Affected State or Federal Agencies, Local Governments or Special Districts:

MULTNOMAH COUNTY, CITY OF GRESHAM

Local Contact: John Gessner Phone: (504) 674-6205 Extension: _____

Address: 1300 NE Village City: Fairview

Zip Code + 4: 97024- Email Address: gessnerj@ci.fairview.or.u

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO (2) Copies of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE

(6-2010)

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAIRVIEW,
OREGON, AMENDING THE FAIRVIEW COMPREHENSIVE PLAN AND
FAIRVIEW TRANSPORTATION SYSTEM PLAN BY ADOPTING ROAD
IMPROVEMENT PRIORITIES FOR CERTAIN ROADS UNDER THE
JURISDICTION OF MULTNOMAH COUNTY, OREGON**

WHEREAS, the City of Fairview has adopted a Transportation System Plan in accordance with Oregon Revised Statutes Chapter 197 and Oregon Administrative Rules Section 660 Division 12; and

WHEREAS, the Planning Commission has the powers and duties conferred under Fairview Municipal Code 2.15 and Oregon Revised Statutes 227.090, which includes advising the City Council and other public agencies on the laying out and improvement of roads, the relief of traffic congestion, and economic development; and

WHEREAS, key arterial and collector streets in the City of Fairview are under the road jurisdiction of Multnomah County; and

WHEREAS, the City of Fairview engaged the services of a reputable transportation planning and traffic engineering firm to assess certain county roads resulting in the Fairview Road Needs Analysis, which identifies safety and economic development deficiencies on those roads; and

WHEREAS, on February 23, 2010, the Fairview Planning Commission adopted a resolution recommending road priorities; and

WHEREAS, on March 3, 2010, the City Council adopted Resolution 13-2010 adopting priorities for improvement of county roads; and

WHEREAS, the Planning Commission held a public hearing on this matter on July 13, 2010 and adopted a motion recommending the City Council approve this ordinance; and

WHEREAS, the City Council finds that certain improvements on roads under jurisdiction of Multnomah County, are critical to the safety of travelling public, and to advance commerce and economic development within the City of Fairview; and

WHEREAS, the City Council is competent to assess transportation needs for the travelling public, people, and businesses within the City of Fairview; and

WHEREAS, the north railroad bridge on 223rd Avenue is a significant safety hazard due to narrow travel lanes, lack of pedestrian and bicycle accommodations; and

WHEREAS, the north railroad bridge on 223rd Avenue may limit future economic development of Townsend Farms Business park due to its potential impact on southbound traffic movements; and

WHEREAS, construction of the Wood Village Town Center commercial development required a new roadway connecting Arata Road to Halsey Street and needed right-of-way has been dedicated for such purpose; and

WHEREAS, 223RD Avenue south of Sandy Boulevard lacks greatly needed pedestrian and bicycle safety accommodations, in a high pedestrian, elementary school area; and

WHEREAS, Sandy Boulevard, east of 223rd Avenue is grossly deficient as compared to its planned design and ability to serve industrial development of the Townsend Business Park and the Sandy Boulevard corridor; and

WHEREAS, notice of the proposed ordinance has been provided in accordance with applicable law; and

WHEREAS, the proposed amendments are consistent with Oregon Revised Statutes Chapter 197 and Oregon Administrative Rules Section 660 Division 12; and

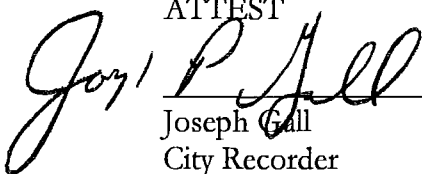
WHEREAS, Ordinance 6-2010 is consistent with applicable statutes, Statewide Planning Goals, and the Fairview Comprehensive Plan as shown in the Findings attached as Exhibit C to this ordinance;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAIRVIEW:


- Section 1.** The Fairview Comprehensive Plan is hereby amended as shown in Exhibit A.
- Section 2.** The Fairview Transportation System Plan is hereby amended as shown in Exhibit B.
- Section 3.** The Fairview City Council adopts the Findings contained in Exhibit C.
- Section 4.** The Fairview Road Needs Analysis shown in Exhibit D is hereby incorporated into the Fairview Comprehensive Plan and Transportation System Plan.
- Section 5.** This ordinance is effective upon and from thirty days of its adoption.

Motion adopted by the City Council of the City of Fairview this 4th day of August, 2010.

ATTEST


Joseph Gall
City Recorder

8.5.2010
date


Mike Weatherby
Mayor, City of Fairview

date 8.5.2010

ORDINANCE 6-2010

EXHIBIT A

Comprehensive Plan Amendments

Comprehensive Plan Amendments, Chapter 12 Transportation

Add new Goal as follows:

Goal 12 - Road Improvement Priorities: Roads with the greatest deficiencies and which return the greatest benefit from construction will be improved first.

Policies:

1. Road priorities will be based on an analysis of road deficiencies, travel needs, public safety, surrounding land uses, economic development factors, and recent public and private sector investments in roads.
2. Infill development is not a viable long term strategy for accomplishing needed improvements to deficient road segments.
3. Private sector contributions to offsite transportation facilities that mitigate development impacts but, which also, benefit the traveling public should be considered when ranking competing road projects for funding.
4. City resources may be committed to promote and advance projects on county roadways subject to approval of the City Council.
5. Timely, accurate, and comprehensive information is essential for Fairview's effective participation in federal, state, county, and regional transportation planning and funding processes.
6. Roads are integral and essential feature of any community. They unite people and place, form neighborhoods, and influence the manner in which citizens, business, visitors, and travelers identify with the community.

Roads are relied upon for livelihoods, welfare, and economic and social connections. Because of the special relationships between people, community, and roads – they are an important part of the community fabric.

The people of the City of Fairview rely on its City Council and government administration to provide safe, timely, and convenient transportation improvements. The City of Fairview cannot meet these expectations on roads

under the jurisdiction of Multnomah County without the support of the Multnomah County Board of Commissioners. It is the policy of the City of Fairview to vigorously advocate for transportation improvements that affect the health, welfare, and happiness of the people and businesses of the City.

Actions:

1. Fairview will participate to the greatest extent practicable in regional transportation activities including Metro's Transportation Policy Advisory Committee, East Multnomah County Transportation Committee, and the Cascade Columbia River District Steering Committee.
2. The intergovernmental agreement between the City of Fairview and Multnomah County will be periodically reviewed to ensure effective and comprehensive coordination on transportation and development concerns in the City of Fairview.
3. The City of Fairview will work constructively with Multnomah County to advance City of Fairview priorities for county roads.
4. The Fairview Transportation System Plan will be periodically amended to implement these policies and actions.
5. Road projects with the greatest deficiencies and benefits, including economic development and road safety, will be prioritized in the Transportation System Plan.

ORDINANCE 6-2010

EXHIBIT B

Transportation System Plan Amendments

Add new section as follows:

Improvement Priorities for County Roads

The following roads located within the City of Fairview are under the road jurisdiction of Multnomah County:

- Marine Drive
- 223rd Avenue
- Fairview Parkway
- Blue Lake Road
- Halsey Street
- Sandy Boulevard
- Glisan Street

Improvements on these roads are implemented through the Multnomah County Transportation Capital Plan and Program. In March 2010, the Fairview City Council adopted resolution 13-2010 establishing road improvement priorities for county roads based consideration of the following features as detailed in the City's Road Needs Analysis report:

- Existing conditions
- Surrounding land uses
- Pedestrian activity
- Transit routes
- Safety hazards
- Economic development needs and benefits

Based upon the analysis described above, the following road improvement priorities are adopted.

First Tier Projects: These projects have the greatest existing need for and benefits from construction. First Tier Projects shall be considered first for funding.

Sandy Boulevard	223 rd to east city limits, add turn lane, sidewalks, bike lanes, street lighting, street trees
223 rd Avenue	North of Halsey to existing sidewalks: sidewalks, bike lanes, street lighting

223 rd Avenue Railroad Overpass	Widen to 223 rd to three lanes, sidewalk, bike lanes.
Halsey Street Sidewalks	201 st to east of 205 th (Safety)
Wood Village Boulevard Extension	New street connection with sidewalks, bike lanes, street lighting, street trees

Second Tier Projects: Improvements are greatly needed, but First Tier needs are greater. Second Tier projects may be considered for funding only if there are no available or practical funding opportunities for First Tier Projects.

Sandy Boulevard	West city limits to 223 rd Avenue, add turn lane, bike lanes, sidewalks, street lighting
Glisan Street	2,700 feet east of 202nd, sidewalks along north side of street

Justification for First Tier Projects

Sandy Boulevard, 223rd to east city limits.

1. Worst condition of any other segment of Sandy Boulevard.
2. Existing bicycle and pedestrian hazards.
3. Important freight and transit route.
4. Some adjoining properties are unlikely to redevelop in next 5 years due to low economic potential.
5. Private sector has made substantial investments in road system.
6. Promote economic development in Townsend Farms Business Park.
7. Supported by Townsend Farms Business Park businesses.
8. Supported by the Columbia Cascade River District Steering Committee.

223rd Avenue, North of Halsey

1. Highest ranked (worst roadway) in County collector system
2. The north 1,100 feet of 223rd Avenue is being reconstructed with the railroad overpass and Sandy intersection
3. Bicycle and pedestrian hazards in high pedestrian area
4. Serves local elementary school

5. Residential build-out means there will be no new development to build road improvements.

223rd Avenue Railroad Overpass

1. Significant safety hazard to bikes, pedestrians, and vehicles.
2. If the south 223rd railroad underpass is representative, project planning will take many years, and should therefore start sooner than later.
3. Restricted queue length behind southbound turn into Townsend Farms Business Park..
4. Supported by Townsend Farms Business Park businesses.

Halsey Street Sidewalks

1. Funded by state grant
2. Completes sidewalk gap in high pedestrian area

Wood Village Boulevard Extension

1. Alleviates traffic at Halsey and 223rd Avenue
2. Required for construction of Wood Village Town Center
3. Provides a new street network connection

ORDINANCE 6-2010

EXHIBIT C

FINDINGS of Compliance with State Statutes, Planning Goals and Fairview Comprehensive Plan

STATE STATUTES:

ORS 197.610: Local government notice of proposed amendment or new regulation; exceptions; report to commission. (1) A proposal to amend a local government acknowledged comprehensive plan or land use regulation or to adopt a new land use regulation shall be forwarded to the Director of the Department of Land Conservation and Development at least 45 days before the first evidentiary hearing on adoption. The proposal forwarded shall contain the text and any supplemental information that the local government believes is necessary to inform the director as to the effect of the proposal. The notice shall include the date set for the first evidentiary hearing.

- A. The statute requires the City of Fairview to provide notice the proposed amendments to the Comprehensive Plan and Transportation System Plan to the Department of Land Conservation and Development at least 45 days prior to the first evidentiary hearing on the amendments. The first evidentiary hearing was held before the Fairview Planning Commission on July 13, 2010. Notice of the hearing, including copies of the proposed text, was provided to the department on March 5, 2010, which is more than 45 days prior to the hearing.

STATEWIDE PLANNING GOALS:

Goal 1 Citizen Involvement, to develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

- A. The City of Fairview Comprehensive Plan Chapter 2 specifies Citizen Involvement policies and practices as required by Goal 1 and names the Planning Commission as the Committee for Citizen Involvement.
- B. Adopted public involvement policies and practices were employed in the public process leading to adoption of this ordinance. A meeting of several area businesses and other business representatives was conducted in March 2010 to assess road needs. This group was provided with additional updates and information as this ordinance progressed through the planning and ordinance review process. Several public work sessions and informational meetings of the Planning Commission and City Council were held resulting in adoption of Resolution 13-2010, which forms the basis of this ordinance. Notice of these meetings, as well as written meeting materials were provided to business representatives and other key stakeholders throughout the process.
- C. Notice of public hearings for consideration and adoption of this ordinance were provided in accordance the Fairview Citizen Involvement Program. Planning

Commission and City Council proceedings on this matter were advertised and available on the City's internet webpage and were recorded and played by the East Metro Community Media cable programming.

- D. The Planning Commission heard and considered public testimony at its July 13, 2010 public hearing. The Council heard and considered public testimony at its August 4, 2010 public hearing.
- E. The City of Fairview provided copies of the proposed ordinance to the City of Gresham, Multnomah County Department of Planning and Transportation, Metro, and the Oregon Department of Land Conservation and Development. City of Gresham staff responded by indicating they had no comments on the proposal. Multnomah County staff testified at the July 13, 2010, Planning Commission public hearing. The Commission heard and duly considered County testimony. No comments were received from Metro and the Department of Land Conservation and Development.

Goal 2, to establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

- A. Substantial opportunities have been provided for the review and comment by citizens and affected governmental units including Multnomah County, the City of Gresham, Metro, and the Oregon Department of Land Conservation and Development. Of these only Multnomah County has provided substantive comments. The City of Gresham indicated it had no concerns.
- B. Citizen and business representatives have commented in support of the Ordinance.
- C. Multnomah County raised the following issues in the July 13, 2010, Planning Commission public hearing:¹

- 1. The city identified road priorities, as described in the Fairview Road Needs Analysis, are consistent with county priorities.
- 2. Potential restrictions or limitations on funding due to organization of Tier 1 and Tier 2 projects.

The Commission heard testimony from the Fairview Community Development Director and City Attorney that the proposed policies would not limit or restrict a Tier Two project from being considered in advance of a Tier 1 project and that Tier 1 projects will not limit or restrict consideration of Tier 2 projects.

- 3. Glisan Street and its sidewalks should be a high priority because of its regional functions.

¹ Testimony of Jane McFarland, Multnomah County Land Use and Transportation Department.

The Commission heard testimony from the Fairview Community Development Director that Glisan Street is a deserving project based on its deficiencies, but that 223rd Avenue had greater needs due to location, number of families and children, and other factors.

Goal 9 Economic Development, to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's cities.

- A. Roadways must be adequate to meet the needs of current and future commercial and industrial development in the Sandy Boulevard and 223rd corridor. The policies and priorities contained in this ordinance recognize existing deficiencies of these roads and the potential impairment to economic development if they are not improved
- B. Development ready industrial and commercial sites on Sandy Boulevard and within the Sandy Boulevard corridor are prioritized for improvement in the interest of promoting development consistent with facility planning guidelines of Goal 9.

Goal 12 Transportation, to provide and encourage a safe, convenient, and economic transportation system.

- A. The City of Fairview adopted Transportation System Plan in accordance with Oregon Revised Statutes Chapter 197 and Oregon Administrative Rules 660-012.
- B. The road priorities and policies contained in this ordinance are consistent with and compliment the Fairview Transportation System Plan and Regional Transportation Plan. All road projects identified in this ordinance are included in both the Transportation System Plan and the Regional Transportation System Plan. The identified road priorities are based upon detailed evaluation of road safety and economic development considerations. The process oriented policies and practices in this ordinance are consistent with coordination requirements and policies of Goal 12.

CITY OF FAIRVIEW COMPREHENSIVE PLAN:

The City of Fairview Comprehensive Plan Chapter 2, Policy 7, provides:

“7. The citizens of Fairview and any affected governmental units will be given an opportunity to propose Plan changes for review and comment on any proposed Plan changes in accordance with the following procedures:

“A. The City will hold a public hearing on the proposed change. If the change affects an individual parcel, at least 30 days notice of the hearing will be given to all property owners within 500 feet from the boundary of the property where the change is proposed. For textual or other changes affecting general categories of land, public announcements of the hearing will be made. If legislative changes to the Zoning Map or Development Code are proposed that may affect permissible uses or property values, individual notice to all affected properties will be provided according to state law.

“B. Major revisions will require re-evaluation of the public's need expressed in the Plan. (Major revisions may include land use changes that have widespread and significant impact beyond the immediate areas such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as

conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships)

“C. Revisions having little significance beyond the immediate area of the change (minor revisions) will be based on special studies or other information that justifies the public need for the change.

“D. The following criteria will be used to establish the justification of a proposed plan amendment or zone change:

“(1) Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval.

“(2) Demonstration of compliance with all applicable standards and criteria of the Fairview Development Code, and other applicable ordinances.

“(3) Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property, which is the subject of the application.

“(4) Demonstration of compliance with the Fairview Transportation System Plan.”

For the following reasons, ordinance 06-2010 complies with Chapter 2, Policy 7:

- A. Public notice was provided as required.
- B. The amendments are considered to be minor in nature and are based on the study entitled Fairview Road Needs Analysis, which is adopted under this ordinance.
- C. Ordinance 6-2010 is consistent with Comprehensive Plan Chapter 12 Transportation by establishing priorities for road projects already identified in the Fairview Transportation System Plan and Regional Transportation Plan.
- D. Ordinance 6-2010 is consistent with Comprehensive Plan Chapter 9 Economic Development by supporting existing policies for the commercial and industrial development of 223rd Avenue and Sandy Boulevard corridors. The Ordinance compliments significant transportation improvements made in part to promote economic development including reconstruction of the 233rd Avenue and Sandy Boulevard intersection and replacement of the railroad overpass just south of this intersection.
- E. There are no applicable standards or criteria of the Fairview Development Code or other ordinances.
- F. Ordinance 6-2010 refines adopted comprehensive plan policies by establishing a basis for road priorities and resulting priority projects. Partial completion of road improvements on 223rd Avenue associated with replacement of the railroad underpass has significantly changed the character of the road and neighborhood. These improvements are incomplete, but are expected to encourage additional vehicle, pedestrian and bicycle activity thereby warranting priority consideration for the completion of road projects.

Additionally, development of the shovel ready Townsend Farms Business Park and the significant developer investments in nearby offsite transportation facilities are changed conditions that further warrants adoption of Ordinance 6-2010.

EXHIBIT D
ORDINANCE 06-2010



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FINAL DRAFT

CITY OF FAIRVIEW
ROAD NEEDS
ANALYSIS



EXPIRES: 12/31/11

Submitted
March 26, 2010

Project Number
2080488.03

1. INTRODUCTION AND PURPOSE

This report has been prepared at the request of the City of Fairview to assist in the identification of existing conditions and improvement needs on select roads.

Arterial roadways within the City of Fairview are under the jurisdiction of Multnomah County. Improvements planned on roadways in the City of Fairview are of particular importance to the City. These roadways include:

- NE Sandy Boulevard
- NE Halsey Street
- NE Glisan Street
- NE 223rd Avenue
- Wood Village Boulevard Extension
- NE Glisan between NE 202nd and Fairview Parkway
- NE Halsey between NE 202nd and east of NE 205th

A summary of existing roadway conditions is presented along with an assessment of priorities based on safety and capacity needs.

As background, Group Mackenzie has over 25 years of transportation experience, including 10 years of specific experience with land use/transportation planning within the City of Fairview, including the following projects:

- Transportation Mitigation Plan for the Townsend Business Park
- City of Fairview Industrial Lands Master Plan
- 2008 City of Fairview Right-of-Way Study
- Traffic Impact Studies for Townsend Farms Developments

2. EXECUTIVE SUMMARY

All of the arterials studied in this report have varying degrees of deficiency and correlating need for improvements. Alternatively, certain road segments are in substantially better condition than others. When evaluated in relation to surrounding land uses, two needs become highly visible: those associated with safety and those associated with economic development.

The most urgent road safety needs identified in this report include:

- North Railroad Underpass on 223rd Avenue
- 223rd Avenue between Sandy Boulevard and Halsey Street
- Sandy Boulevard between 223rd Avenue and East City Limits

Existing road conditions that have the greatest potential for hindering future economic development include:

- North Railroad Underpass on 223rd Avenue
- Sandy Boulevard between 223rd Avenue and East City Limits

The following road segments have high improvement needs, but fronting properties have already been developed or have low development potential, indicating future road improvements will rely extensively on funding from sources other than abutting property owners:

- 223rd Avenue between Sandy and Halsey
- East Sandy Boulevard between 223rd and East City Limits
- Sandy Boulevard between East City Limits and 223rd Avenue
- North 223rd Avenue between Sandy Boulevard and Marine Drive, including the north railroad overpass
- Wood Village Boulevard Extension

3. CONCLUSION

Our review has identified several priority projects within the City of Fairview that should be considered for inclusion in the County's Program funding list for fiscal years 2010-2014.

- A. The east segment of Sandy Boulevard between NE 223rd Avenue and the Wood Village City limits has been found to have the worst safety conditions in Fairview. It is likely this segment of roadway would have scored higher than the score of 40 assigned to the entire length of Sandy Boulevard in Fairview.
- B. The existing narrow railroad bridge on NE 223rd Avenue limits the ability to provide a full three-lane cross section roadway with sidewalks and bicycle lanes. Until such time as funding can be secured for a new bridge, a temporary pathway should be considered to connect the sidewalk and bicycle lanes that end just short of the bridge. This could be located behind the footing, raised above the roadway surface.
- C. The segment of NE 223rd Avenue between Bridge Street and Halsey Street has a need for improved pedestrian facilities, at a minimum. It has higher pedestrian use with the nearby school, bus routes on Sandy Boulevard and Halsey Street, and route provided to the north side of I-84.
- D. The Wood Village Boulevard extension will relieve traffic at the intersection of Halsey Street with NE 223rd Avenue, and will complete the improvements conditioned on the Wood Village Town Center project.
- E. The sidewalk planned for Halsey Street near Reynolds High school will complete the sidewalk on the north side of the roadway. While a paved shoulder is provided, this low cost project provides a safety benefit for the higher pedestrian volumes near the school.

4. SUMMARY OF DEFICIENCIES AND NEEDS

All of the roadways listed in the County's proposed CIPP are substandard in some way, but the greatest need is where safety of pedestrians and bicycles is a concern. This includes locations where very narrow or no shoulders are provided. In general, roadway capacity is not an issue, and the primary safety concern for vehicles is a lack of center left-turn lane in some locations.

SANDY BOULEVARD

The west segment has sidewalks and bike lanes for nearly half of its length, and has a paved 5-foot minimum shoulder for the remainder of the length. In addition, left-turn and center-turn lanes are provided in the area near NE Fairview Parkway. Left-turn lanes are not provided at the entrances to the storage facility, mobile home park, and RV park.

The central segment of Sandy Boulevard has a sidewalk on the north side of the roadway for all but the eastern 700 feet. Few uses exist on the south side and development potential is low, therefore the need for a sidewalk on the south side as well as the north side is low. Only two intersections are located on this segment, but no left-turn lanes are provided.

By comparison, the east segment of Sandy Boulevard has no sidewalk, bicycle lanes, or shoulders for approximately 100 feet east of NE 223rd Avenue, and then only has gravel shoulders until the Wood Village City limits. This area also has the highest re-development potential, including Townsend Business Park on the north side and retail zoned parcels on the south side. Most of the road segment with no shoulders has little or no development potential, and will rely on public funds to complete the improvements. Only one public street intersection is located in this segment, but a number of driveways are provided. No left-turn lanes are provided at any location within the City of Fairview.

For Sandy Boulevard, the greatest existing safety deficiency and need appears to be on the east segment, where no pedestrian or bicycle facilities are provided for most of the length.

NE 223RD AVENUE

The narrow railroad bridge creates the greatest deficiency on NE 223rd Avenue. Sidewalks and bicycle lanes are provided for most of the distance on the west side of the roadway, between Sandy Boulevard and Blue Lake road, but a gap exists at the narrow bridge. A full-width roadway with standard bicycle lanes and sidewalks cannot be constructed until the bridge is replaced. However temporary pathway improvements could be made to provide a safer route for pedestrians and bicycles.

The south segment of NE 223rd Avenue between Bridge Street and Halsey Street has no defined bicycle lanes or sidewalks, and only a narrow shoulder area. This results in pedestrians and bicyclists having little separation from vehicle traffic. The nearby school and bus routes on Sandy Boulevard and Halsey Street attract pedestrians to this roadway segment.

NE GLISAN STREET

The current two-lane roadway, with a shared path on the south side between NE 202nd and NE Fairview Parkways, appears to provide the needed facilities, and street widening or additional bicycle lanes or sidewalks would be redundant. The existing gravel shoulder on the north side provides an area for visitors of the nearby lakes to park and walk to and from their vehicles.

NE HALSEY STREET

A paved bicycle lane/shoulder is currently provided along the segment of Halsey Street planned for a sidewalk. A sidewalk also exists on the south side of Halsey Street adjacent to Reynolds High School.

BLUE LAKE ROAD

No sidewalks or bicycle lanes are provided on Blue Lake Road between NE 223rd Avenue and the park entrance. The lack of these facilities is alleviated somewhat by the seasonal nature of traffic, with higher volumes in the summer and lower travel speeds.

WOOD VILLAGE BOULEVARD

This segment of Wood Village Boulevard does not currently exist. Its construction would provide alternate routes for all travel modes, and would offset volumes at the Halsey Street/NE 223rd Avenue intersection, where future mitigation has been identified to include a right-turn lane on southbound NE 223rd Avenue that would impact the adjacent creek.

5. ROAD DESCRIPTIONS

NE SANDY BOULEVARD

NE Sandy Boulevard is listed as roadway project 716 in the County's draft 2010-2014 Transportation Improvement Plan and Program (CIPP), extending from the Gresham City limits to NE 238th Avenue. This entire length has a project score of 40.¹

The 2010-2014 improvement program identifies improvements for only the western segment between the Gresham city limits and 1,800 feet east of NE Fairview Parkway, consisting of a three-lane cross section including bike lanes and sidewalks.

While the County addressed improvement needs for the entire length of NE Sandy Boulevard in the City of Fairview, we have split this roadway into three distinct segments for a more detailed review. These include:

1. The West Segment from the City of Gresham to the RV Park
2. The Middle Segment from the RV Park to NE 223rd Avenue
3. The East Segment from NE 223rd Avenue to the City of Wood Village

These segments are shown in Exhibits 1-4, which are attached to this report.

NE 223RD AVENUE

NE 223rd Avenue is addressed in two separate segments in the plan, generally divided north and south of Sandy Boulevard.

The north segment extends between Marine Drive and Sandy Boulevard for the roadway segment listed as Project 143, with a project score of 40. This segment also includes Bicycle Improvement Project 224 from Sandy Boulevard to Blue Lake Road and Project 226 from Blue Lake Road to Marine Drive, with scores of 72 and 60, respectively. Pedestrian Project 310 extends the entire north roadway segment between Sandy Boulevard and Marine Drive, with a score of 72. This segment includes the narrow railroad crossing just north of Townsend Way, resulting in high scores for bicycle and pedestrian facilities.

The south segment extends from Sandy Boulevard to Halsey Street and includes the section currently under construction from Sandy Boulevard to Bridge Street. The entire south segment is listed as Roadway Project 135. Bicycle Project 225, with a score of 78, is included on the plan from Bridge Street to Halsey Street.

¹ The score is based on the Multnomah County Transportation Capital Improvement Plan and Program roadway ranking criteria. The improvement plan includes all improvement projects over a twenty-year period. The improvement program includes eligible projects for funding in the period 2010-2014

6. EXISTING CONDITIONS

NE BLUE LAKE ROAD

NE Blue Lake Road is a neighborhood collector which also provides access to Blue Lake Park, a regional park. A high seasonal variation in traffic volumes is experienced on the roadway, with summer peaks related to the park. Bike lanes are currently provided between NE Marine Drive and the park entrance, but not between the park entrance and NE 223rd Avenue. Sidewalks are not provided for any of the roadway length.

NE HALSEY STREET

The City of Fairview received a grant for bicycle and pedestrian facilities to add a sidewalk on the north side of Halsey Street, opposite Reynolds High School. The project will fill an existing sidewalk gap of approximately 1,000 feet.

WOOD VILLAGE BOULEVARD

Wood Village Boulevard is planned to be extended from its current terminus at Arata Road to intersect Halsey Street, approximately 575 feet. This extension was a condition of approval for the Wood Village Town Center, and will help alleviate traffic volumes at the intersection of NE 223rd Avenue with NE Halsey Street at NE Arata Road. Multnomah County has \$325,000 for design work and right-of-way is already dedicated.

WEST SANDY BLVD. (GRESHAM CITY LIMITS TO PORTLAND FAIRVIEW RV PARK)

This section of Sandy Boulevard is approximately 2,740 feet in length, extending from the Gresham city limits to the east end of the Portland Fairview RV Park. The west segment of Sandy Boulevard has sidewalk along approximately one-third of its length, with a minimum of a paved shoulder along both sides of the entire segment.

West of Fairview Parkway, the roadway has been improved to a full three-lane section with sidewalks and bike lanes, with the exception of one parcel on the north side at 205th Avenue. A future right-turn lane will be constructed for traffic turning from eastbound Sandy Boulevard to southbound Fairview Parkway².

To the east of Fairview Parkway, sidewalks are provided only along the gas station frontage for approximately 275 feet, and the roadway tapers back to a two-lane section. A 5-foot paved shoulder is provided on both sides of the roadway, extending to the east edge of the Portland Fairview RV Park.

To the east of Fairview Parkway, a culvert is located in the area of the left-turn transition. A full five-foot paved shoulder is provided. Behind the guardrail, the cross

² The turn lane is required as a condition of approval for the Townsend Business Park. It is understood that engineering has been completed by the Business Park as of the time of this writing.

section slopes down to the top of a retaining wall. Any improvements/widening in this area would require raising the retaining wall or replacing it.

View - Sandy Boulevard at the Fairview, Gresham Boundary Looking East



Note

- Extra Pavement Width
- Sidewalks Both Sides of the Road
- Average Daily Traffic: 16,213 (2010 Estimated)³, 15,348 (2006)

³ 2010 average daily traffic determined by adding 2% annual growth against 2006 counts.

View - Sandy Boulevard Looking West, 350 Feet East of Fairview Parkway



Note

- Sidewalks on South Side of Street
- No Sidewalks on the North Side of Street (Gin Sun Restaurant)
- Extra Pavement Width
- Striped Left-Hand Turn Lane onto Southbound Fairview Parkway
- Average Daily Traffic: 11,230 (2010 Estimated), 10,375 (2006)

View - Sandy Boulevard Looking East, 350 Feet East of Fairview Parkway



Note

- Extra Pavement Width and Striping Converging to Two Lanes
- No Sidewalks
- Striped Fog Line along Road Side
- Guardrail Protect Steep Slope to Creek, Which Is Culverted 15 to 20 Feet Below Road Surface

MIDDLE SANDY BLVD. (PORTLAND FAIRVIEW RV PARK TO 223RD AVENUE)

This section of Sandy Boulevard is two lanes wide for its entire 2,371-foot length from the Portland Fairview RV Park east to NE 223rd Avenue.

Half-street improvements, including sidewalks, exist on the north side for a distance of approximately 1,600 feet. These road improvements were built as requirements of the recent Fairview Terrace Townhouse development. A sidewalk gap of approximately 700 feet exists on the north side, immediately west of the 223rd Avenue intersection, with only a five-foot shoulder. The only sidewalk along the south side of this segment is the recently constructed sidewalk at the intersection of 223rd and Sandy Boulevard. Only 39% of the road frontages (north and south) have sidewalks.

View - Sandy Boulevard Looking East, 1,000 Feet East of 223rd Avenue



Note

- Half-Street Improvements on North Side of Street
- No Planter Island
- No Bike Lane Striping on North Side
- Striped Fog Line, No Sidewalks, Drainage Trench on South Side
- Average Daily Traffic 11,230 (2010 Estimated), 10,375 (2006)

View - Sandy Boulevard Looking East at 223rd Avenue



Note

- Bike Lane and New Sidewalk on South Side of Road
- Center Lane Striping
- New Traffic Signal
- Dedicated Left-Turn Lane onto North Bound 223rd Avenue

EAST SANDY BOULEVARD (223RD TO 238TH)

The east segment of Sandy Boulevard extends from 223rd Avenue east for approximately 3,055 feet to the Wood Village city limits. Within Wood Village, NE Sandy Boulevard is improved to its full three-lane cross section with bike lanes and sidewalks for all but a short segment on the north side, where a paved shoulder is provided.

In Fairview, the roadway is 25-foot wide with two travel lanes and only gravel shoulders. The segment east of 223rd Avenue extending to the creek effectively has no shoulders along the 25-foot width roadway, which presents safety hazards as outlined below. At the Fairview Creek culvert, a barricade and guardrail are provided for a short distance only on the north side of the roadway.

With the recent intersection improvements at the intersection of NE Sandy Boulevard with NE 223rd Avenue, a sidewalk and bike lane have been provided along the south side

of NE Sandy Boulevard for approximately 150 feet. The remainder of the roadway segment has no sidewalks or bike lanes. Approximately 70% of the roadway frontage has gravel shoulders only. There are four TriMet bus stops on this segment.

View - Sandy Boulevard at 223rd Avenue Looking East



Note

- New Sidewalk and Retaining Wall on South Side
- No Sidewalk on North Side
- Limited Street Lighting
- Average Daily Traffic: 8,058 (2010 Estimated), 7,445 (2006)

View - Sandy Boulevard, 850 Feet East of 223rd Avenue, Looking East



Note

- Fairview Creek Culvert Crosses Roadway at Guardrail
- Narrow Shoulder
- Limited Street Lighting
- Build-Out Design Calls for Two Travel Lanes, Center Turn Lane, Bike Lanes, Sidewalks, Street Trees, and Street Lighting

View - Sandy Boulevard Looking West, 650 Feet from 223rd Avenue



Note

- Bicycle and Pedestrian Hazard: Narrow Gravel Shoulder
- Steep Slopes on North Side of South Side of Road
- Limited Street Lighting

View - Sandy Boulevard at Townsend Way Looking East



Note

- Narrow Gravel Shoulder
- No Bike Lane or Sidewalks
- Truck Access Route to I-84
- Average Daily Traffic 9,117 (2010 Estimated), 8,423 (2006)

NE 223RD AVENUE SOUTH (NE SANDY BOULEVARD TO NE HALSEY STREET)

223rd Avenue is two-lanes wide with some shoulders and curbs, but there is no consistency in alignment. Even with the shoulders, little separation is provided between vehicles and pedestrians and bicycles. Sidewalks are provided on both sides of the street 200 feet north of Halsey Street. In addition, improvements are currently under construction between NE Sandy Boulevard and NE Bridge Street in conjunction with a new railroad overcrossing. The improved roadway will be 36-foot wide with two travel lanes, bike lanes, and sidewalks on both sides. However, the sidewalk extends to NE Bridge Street on the west side only. The new sidewalk stops at Smith Memorial Church on the east side of 223rd Avenue, 200 feet less than on the west side of the street.

At NE Bridge Street, a pedestrian signal is provided for the elementary school and approximately 90 homes with their only access at NE Bridge Street.

TriMet has changed the alignment of Route 12 to travel east on Sandy Boulevard to NE 238th Avenue, instead of traveling along NE 223rd Avenue. This will require bus riders to walk along NE 223rd to NE Sandy Boulevard or NE Halsey Street once the railroad overpass project is completed, increasing pedestrian activity in the segment between NE Bridge Street and NE Halsey Street with no sidewalks.

View - 223rd Avenue at Smith Memorial Church Driveway Looking North



Note

- Design Includes Two Travel Lanes and Bike Lanes
- Retaining Walls Limit Future Street Widening
- No Landscape Strips
- Average Daily Traffic: 11,718 (2010 Estimated, 10,002 (2002))

View - 223rd Avenue Looking South from Bridge Street



Note

- Bike and Pedestrian Safety Hazards
- Narrow Shoulders with Curbs Close to Travel Lanes
- No Sidewalks and Bike Lanes

View - 223rd Avenue Looking North at Bridge Street



Note

- Sidewalk on West Side of Street Only
- New Overhead Pedestrian Crossing Signal
- Existing Striped Pedestrian Crossing

NORTH NE 223RD AVENUE (NORTH OF NE SANDY BOULEVARD)

The segment of NE 223rd Avenue north of NE Sandy Boulevard, extending to NE Marine Drive, is approximately 5,500 feet. Between NE Sandy Boulevard and the railroad overcrossing, sidewalks are provided on both sides of the road except for the section immediately north of NE Sandy Boulevard. Multnomah County was unable to obtain the right-of-way necessary to complete the sidewalk connection between the NE Sandy Boulevard intersection improvement and the existing sidewalk on the west side of the road. A culvert replacement for Fairview Creek is included on the CIPP, but not in the current program.

North of the railroad, the roadway is constructed to full half-width on the west side, including bike lane/shoulder and sidewalk. Funds were provided by NECCO to the County for sidewalk construction along the east side of the road, but the sidewalks have not yet been installed.

Immediately south of Marine Drive, no sidewalks or bike lanes are provided. Both sides of the road are owned by Metro, so frontage improvements would not occur with development. Both sidewalk and bicycle improvements are listed on the CIPP, but not included in the current program.

Construction of a full-width roadway is limited at the existing railroad overcrossing. The rail bridge is listed as Bridge Project 197 on the County's plan, but is not included on the current program. The road narrows to approximately 21 feet between the concrete footings and guardrails. This narrow section widens to a full three-lane width at Townsend Way, but the taper limits left-turn storage to approximately 70 feet striped, and 150 feet full-width with the transition area. This only allows for two trucks to wait for left turns before encroaching on the travel lane.

Sidewalks are provided on the west side of the roadway approaching the railroad bridge, but stop short approximately 100 feet from the bridge. Under the bridge, pedestrians are walking on the slope behind the footing on the west side in order to avoid the narrow roadway section. An ADA compliant pedestrian path could be constructed behind the footing at an elevation above the adjacent roadway. This would provide continuous sidewalk past the railroad.

The presence of Blue Lake Park and a planned trail along the Columbia River levee will attract more pedestrian and bike use along NE 229th Avenue.

View - 223rd Avenue Looking South at Railroad Bridge



Note

- Sidewalk Dead Ending to Pedestrian Trail
- Extra Pavement Width on the North Side of the Bridge

View - 223rd Avenue Looking North, Railroad Bridge on 223rd



Note

- 21 Feet Between Guardrails
- Vehicle, Bicycle, and Pedestrian Hazards
- 223rd Avenue Is a Freight Route
- Average Daily Traffic: 6,561 (2010 Estimated), 6062 (2006)

View - 23rd Avenue at Sandy Boulevard Looking North



Note

- Dead Ended Sidewalk
- Extra Roadway Width
- Half-Street Improvements on West Side of Street

NE GLISAN STREET

NE Glisan Street is classified as a five-lane arterial, but is planned for a four-lane cross section for the 2,300 feet between NE 202nd Avenue and Fairview Parkway. This section of roadway is currently two-lanes wide, with a detached 11-foot wide pedestrian path on the south side of the roadway and gravel shoulder on the north side. The pedestrian path extends the entire length of the unimproved road section, providing a route for pedestrians and cyclists.

The frontages of this road segment are primarily parks. Therefore, there is little potential of commercial development along the road that might lead to frontage improvements. Any widening of the roadway would include replacing the existing culvert.

View - Glisan Street Looking West, 1,000 Feet West of Fairview Parkway



Note

- Widened Shoulder Section
- Off-Road Trail on South Side of Street
- Average Daily Traffic: 11,230 (2010 Estimated), 9,585 (2002)

View - Glisan Street Looking West at Fairview Creek



Note

- Narrow Shoulder Width
- Fairview Creek Culvert on North Side of Street
- Gravel Parking Areas for Salish Ponds Fishing

7. LAND USE AND TRANSPORTATION CONSIDERATIONS

WEST SANDY BOULEVARD

Land on both sides of Sandy Boulevard between the west city limits and Fairview Parkway are substantially built out. The area is heavily populated with more than 1,320 dwelling units located within one-half mile of the road segment.⁴ TriMet provides frequent bus service via the 12 Route, which connects the neighborhood to Portland, Troutdale, and Gresham. Almost 2,000 feet of bike lanes and sidewalks are found on this road segment.

There are 12 acres of vacant or underdeveloped land in two sites fronting the west Sandy Boulevard segment without road improvements, totaling approximately 740 feet (13%) of road frontage⁵. The largest site, at 11.6 acres, contains yard storage and the offices of Fairview Dirt and Aggregate Exchange. There are no known development plans for this site. Accordingly, the timing of future road improvements due to site development is uncertain.

Frontage improvements have not been completed along the 400 space Portland-Fairview RV Park and the 137 unit Quail Hollow Manufactured Home Park. Both of these uses are unlikely to be redeveloped in the short term, so frontage improvements are not expected to occur without a County road improvement project. Both of these sites are served by TriMet bus stops along their frontages.

Three developments in the area have paid Multnomah County approximately \$134,000 in lieu of constructing frontage improvements and sidewalks, including All-Stor Storage Condominiums. These frontages will, therefore, not be improved without a County project.

MIDDLE SANDY BOULEVARD

This segment of Sandy Boulevard is substantially built out or is encumbered with significant development constraints. Some redevelopment potential exists along 700 feet of the McDonald and Jewitt properties on the north side of the roadway. However, the McDonald property, while zoned, sized, and shaped well for development, has major topographic constraints. The adjacent one-acre Jewitt property is presently underdeveloped, but is occupied by the on-going business Fairview Marine. Most of the property is used for boat storage. This site has approximately 200 feet of frontage on Sandy Boulevard and 200 feet of frontage on 223rd Avenue. It is unlikely the property will convert to a new land use that can afford construction of 400 feet of new half-street improvements in the near future. Relatively low average daily traffic on Sandy Boulevard seems to be a limiting factor to commercial redevelopment of the site.

1,700 feet of the south side of the roadway is Oregon Department of Transportation (ODOT) frontage. Privately held property on the south side of the roadway is very shallow and not well suited for redevelopment. Overall, development potential is very

⁴ Nearby dwelling units in the City of Gresham were not counted.

⁵ Total site frontage is twice the segment length, accounting for improvements on both sides of the street.

low on the south side, and costs of frontage improvements would be out of proportion to the expected redevelopment value.

Transit service is TriMet Route 12, with four stops in this roadway section. The stop located at 223rd Avenue and Sandy Boulevard also serves a number of subdivisions on 223rd Avenue located north of Sandy Boulevard.

This segment of Sandy Boulevard has a fairly low concentration of housing. It primarily serves the 198-unit Fairview Terrace housing development.

EAST SANDY BOULEVARD

Approximately 29 acres of vacant or underdeveloped land fronts this segment, accounting for 2,535 feet of road length. This segment has the greatest potential for development along the NE Sandy Boulevard corridor owing to industrial and commercial zoning and Townsend Farms Business Park. This segment also contains some of the most significantly constrained lands fronting the road.

Prime development sites include the Pettijohn Parcels and Lot 10 of Townsend Business Park. These parcels make up 1,750 feet of frontage on opposite sides of Sandy Boulevard. Under normal circumstances, half-street improvements along these properties would be made by private development as conditions of approval.

The roadway immediately east of 223rd Avenue is constrained on the south by Multnomah County and ODOT right-of-way, small shallow parcels, and a large frontage of environmentally sensitive lands, including Fairview Creek. There are a number of underdeveloped sites on the north side of Sandy Boulevard west of the Townsend Business Park. Redevelopment potential of these sites is considered to be low to very low due to environmental and topographic constraints. Approximately 1,850 feet of frontage along the west end of the East Sandy segment is not expected to contribute significantly to redevelopment due to existing constraints. The segment amounts to more than half of the total road segment.

East Sandy Boulevard has grown in importance as a carrier of destination traffic with the construction of the 238th interchange, Brasher's Auto Auction, Wal-Mart in Wood Village, and on-going development of Townsend Farms Business Park. In addition, it continues to provide access for the 87-unit Wood Village Mobile Home Park. Notwithstanding these changes in the area, the road is substantially the same as it was 20 years ago when the area was almost entirely agricultural.

The following is an inventory of development in Townsend Farms Business Park, which depends on East Sandy Boulevard and NE 223rd Avenue for site access:

- Occupied Industrial Floor Area 409,422 SF
- Vacant Industrial Floor Area 318,000 SF
- Vacant Commercial Land 36.6 Acres
- Vacant Industrial Land 26.3 Acres

SOUTH 223RD AVENUE

NE 223rd Avenue was originally named Duck Lane at the time Fairview was incorporated in 1908. It subsequently was renamed Fairview Avenue and then later NE 223rd Avenue. The road dates to the origins of agricultural settlement of East County as a market road connecting northern farm lands to the center of the historic City of Fairview and Gresham markets.

At the time the Union Pacific Railroad overpass was built, 223rd Avenue was a two lane road. The City of Fairview grew up around the two-lane 223rd Avenue. Today, over 280 households live within one-quarter mile of 223rd Avenue as it passes through the historic Old Town neighborhood. The 80 plus families that live in the Bridge Street neighborhood on the east side of 223rd Avenue have a single point of access to 223rd Avenue at Bridge Street. This location is also the major pedestrian crossing for families and children on their way to the nearby Fairview Elementary School, Smith Memorial Church, Old Town neighborhood, local coffee shop and sports bar, and access to transit on Halsey Street. The road frontage is substantially built out with the exception of a vacant commercial parcel at Halsey Street. The right-of-way width varies along the road. Of all roads in this study, it has the highest concentration of driveways and intersection roads.

While the road serves an important local function, it has become an important connector route between Sandy Boulevard, Marine Drive, and points south of Fairview. It carries considerable volumes of commuter traffic and some freight traffic.

NORTH 223RD AVENUE

In the late 1990's and early 2000's hundreds of acres of farm land around Fairview Lake were converted to housing. Today, over 700 houses have their primary access off of 223rd Avenue between Sandy Boulevard and Blue Lake Road. As subdivisions were developed, half-street improvements, including sidewalks, were made to almost one mile along the west side of 223rd Avenue. The Townsend Farms Business Park has constructed half-street improvements along 1,100 feet of its frontage on 223rd Avenue.

Other major destinations accessed by 223rd Avenue include Blue Lake Regional Park, Chinook Landing Marine Park, Marine Drive, Columbia River industrial uses, and NACCO Materials Handling Group. The road runs parallel to a flood control levee on the east side of the roadway. There is little development potential along the road apart from Townsend Farms and the Port of Portland's Phase III property that is located at the end of 223rd Avenue.

Additional road improvements associated with Townsend Farms will include the installation of a traffic signal at 223rd Avenue and Townsend Way. The signal will be installed once a given development threshold in the business park is met.

Installation of the traffic signal may result in traffic impacts due to the short queue distance in the southbound left-turn lane into the business park caused by the railroad bridge. The narrow railroad underpass, just north of Townsend Way, is the most significant safety hazard and capacity constraint on the roadway.

Road Segment	Travel Lanes	Segment Length (FT)	Exiting Sidewalk (LF)	% Segment with Sidewalk	Bike Lane/ Equivalent (LF)	Street Lighting (LF)	Transit Service	# Transit Stops	Culverts
All Sandy	2	8208	3783	23%	14086	2450	y	10	2
West Sandy (#1)	2	2739	1824	33%	5514	800	y	4	1
East Sandy (#3)	2	3055	0	0%	4280	0	y	2	1
Middle Sandy (#2)	2	2371	1651	35%	4292	1650	y	4	0
South 223rd	2	1340	370	14%	800	300	n	0	1

Road Segment	Travel Lanes	Total Project Length (FT)	Vacant/ Underdeveloped Frontage (LF)	Fronting Vacant Underdeveloped (Acres)	Frontage with Very Low DP (LF)	Development Potential	Primary Land Use	# DU's within 1/2 Mile (Connected)	# Street Intersections	# Curb Cuts
All Sandy	2	8208	3884	44.29		moderate	N/A	1320	4	20
West Sandy (#1)	2	2739	863	11	500	low	Residential	1041	2	7
East Sandy (#3)	2	3055	2535	29.29	1610	high	Industrial	83	1	9
Middle Sandy (#2)	2	2371	486	4	1400	low	Residential	196	1	4
North 223rd	2	1340	300	1.6	0	high	residential	283	8	10



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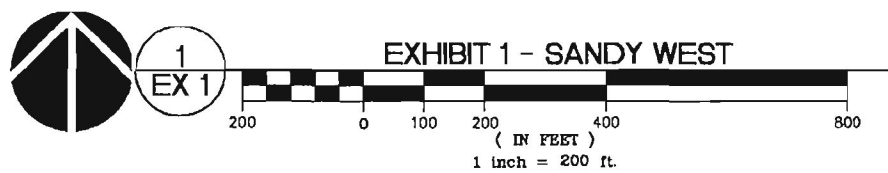
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 SANDY WEST**

DATE:
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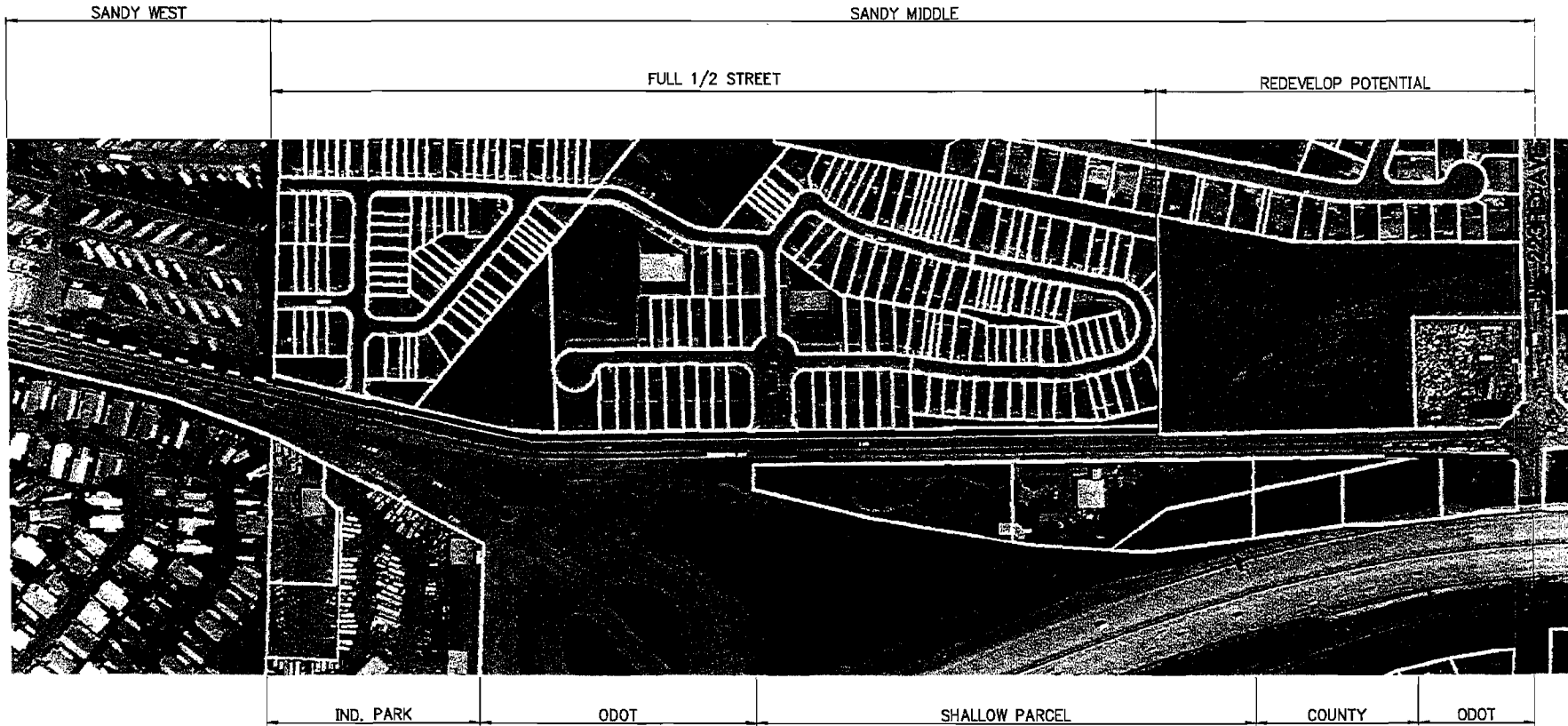
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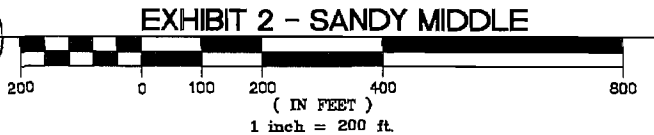


EXHIBIT 2 - SANDY MIDDLE

————— SIDEWALK

- - - - - USEABLE SHOULDER

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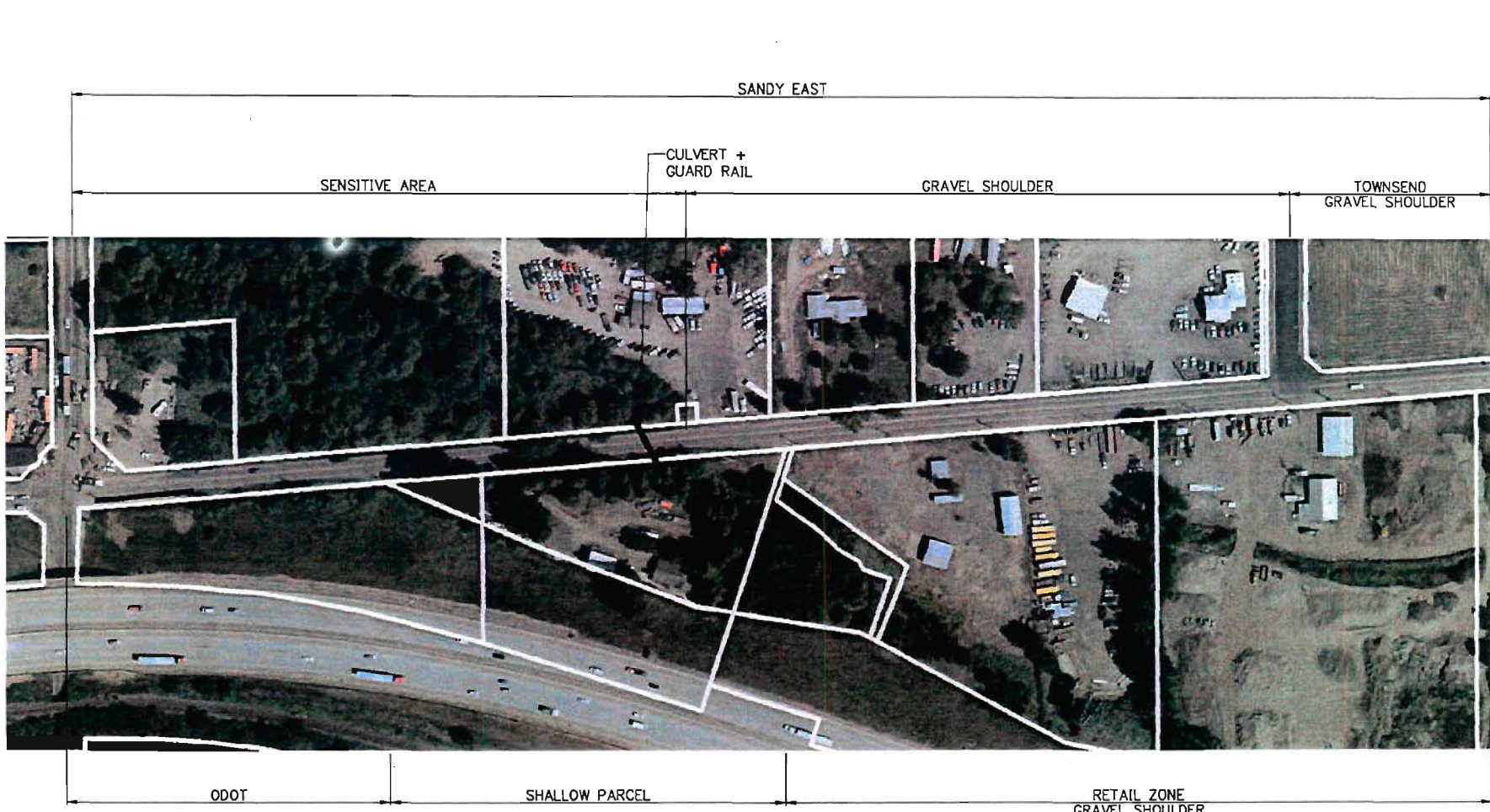
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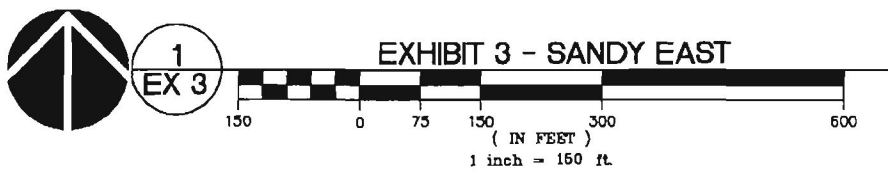
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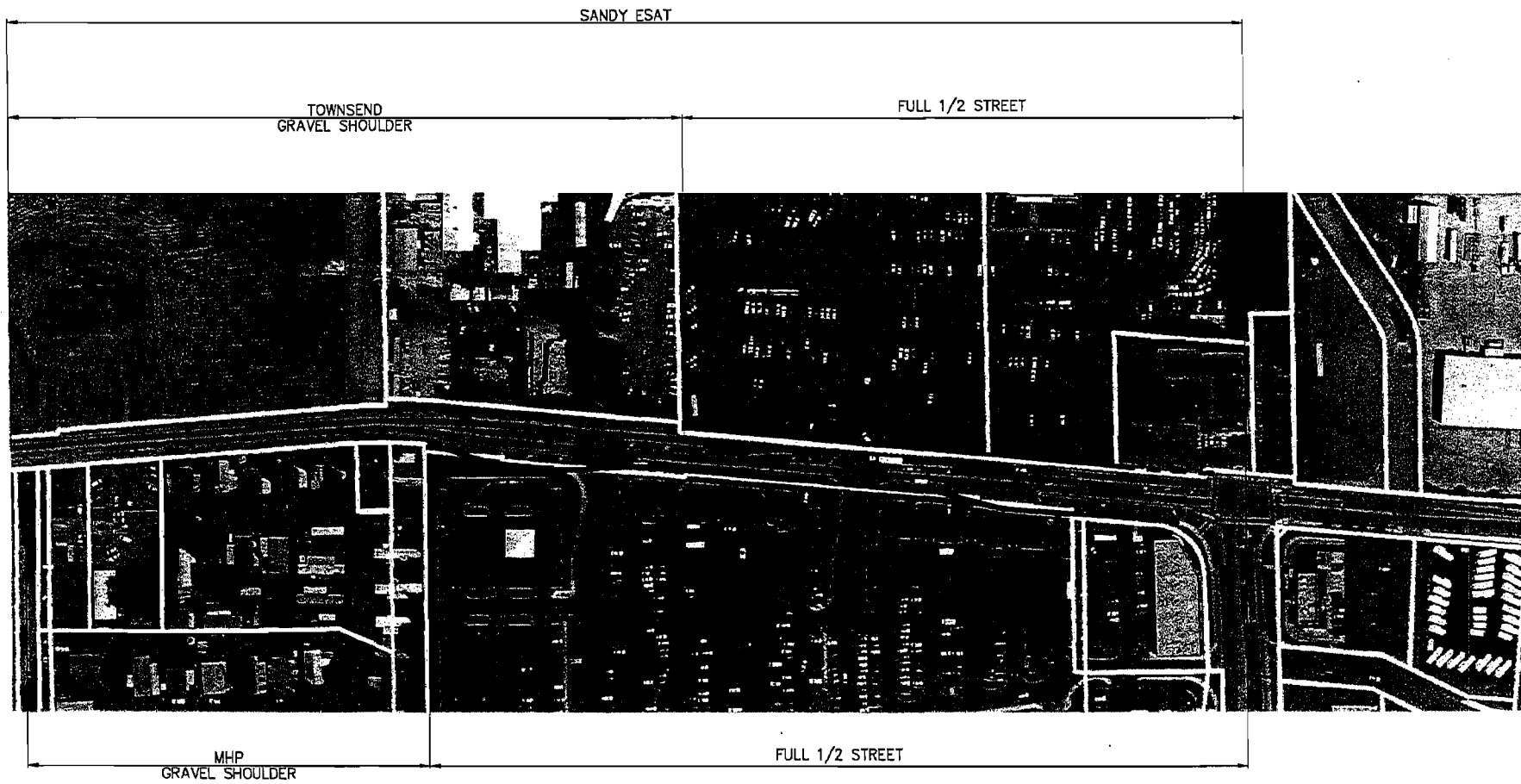
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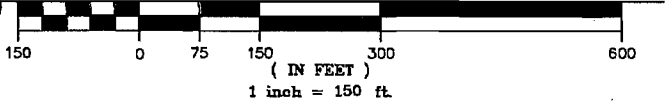


————— SIDEWALK
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EX 4

EXHIBIT 4 - SANDY EAST



- SIDEWALK
- - - - - USEABLE SHOULDER

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